

Update on the Remedial Design for Parcel E-2

**Hunters Point Naval Shipyard
BCT Meeting**

January 23, 2014

Presentation Outline



- **Review key issues from December 2013 working meeting:**
 - Integration of Navy's design for Parcel E-2 with the developer's design for Arelious Walker Drive
 - Resolution of comments on LUC RD
 - Sequencing of Parcel E-2 shoreline construction (as it relates to implementation of the Parcel F remedy)
- **Review schedule for preparing draft final RD package**

Design Integration for Parcel E-2 and Arelious Walker Drive



- **The City and their developer team provided a refined design (in December 2013) for Arelious Walker Drive that:**
 1. **Identified the extent of the proposed filling and a bridge abutment**
 2. **Clarified the need to construct a future bike path under the bridge**
 3. **Proposed a stormwater swale and subsurface drain adjacent to road, including a proposed discharge point into the freshwater wetland (the developer team communicated their flexibility to potentially route that discharge directly into the tidal wetland)**
- **The next slides discuss each of these elements, and the extent to which they affect the Parcel E-2 design**

Filling and Bridge Abutment for Arelious Walker Drive



- **The proposed filling is needed to transition from the roadway to the adjacent property, and it varies in height and width**
 - The maximum fill volume is located at the bridge abutment, and is about 12 feet high and 50 feet wide
 - The fill volume reduces as the road proceeds northeast (away from the bridge abutment) and reaches a low point near the freshwater wetlands
- **The proposed bridge abutment is a concrete structure that is needed to transition from the bridge to the roadway**
 - The bridge abutment is located about 120 feet inland of the bay (as represented by 0 feet MSL)
- **Neither the proposed filling nor bridge abutment affect the Parcel E-2 design**

Design Basis Report Figure 18 – Future Wetlands

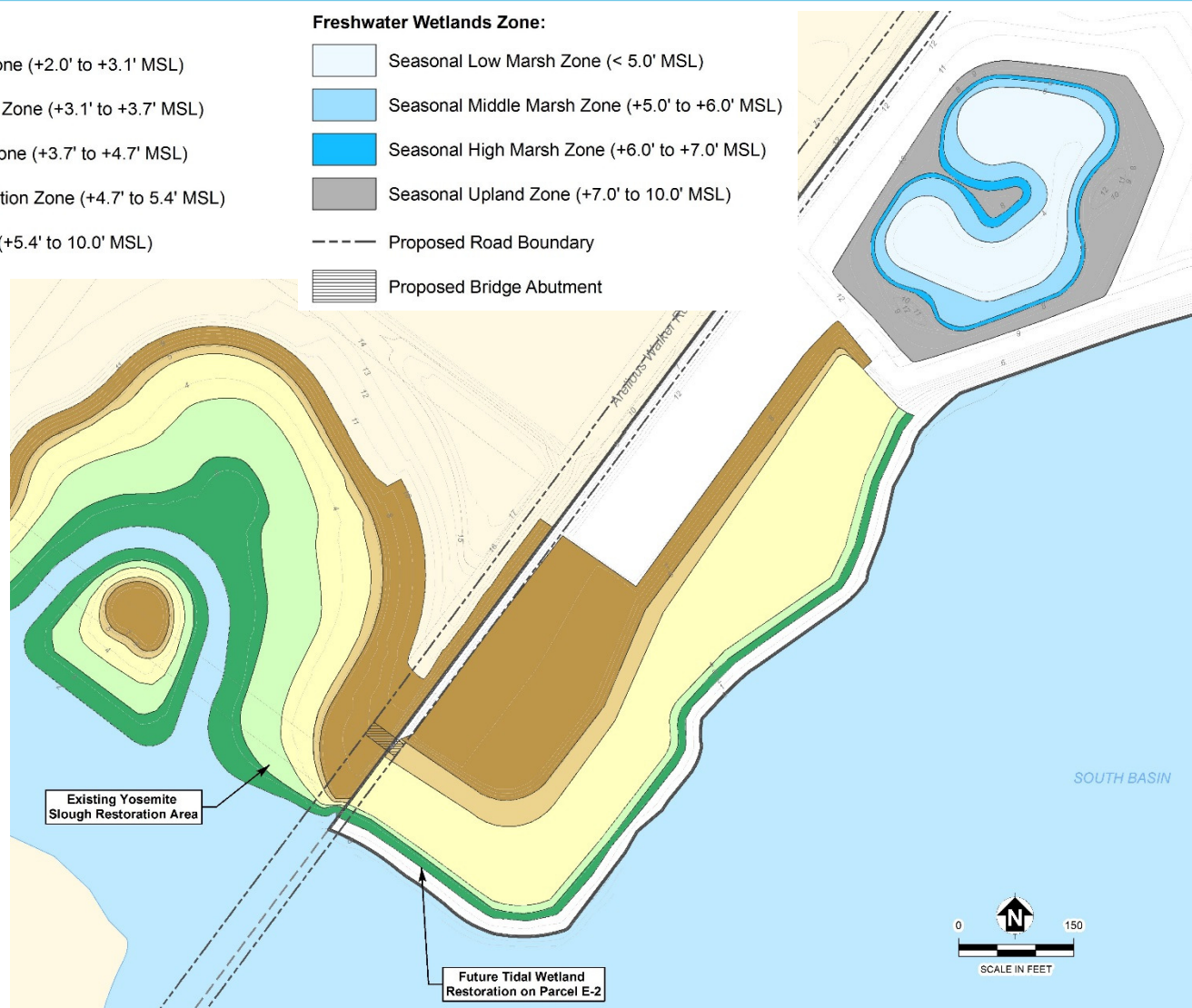


Tidal Wetlands Zone:

- Low Marsh Zone (+2.0' to +3.1' MSL)
- Middle Marsh Zone (+3.1' to +3.7' MSL)
- High Marsh Zone (+3.7' to +4.7' MSL)
- Upland Transition Zone (+4.7' to 5.4' MSL)
- Upland Zone (+5.4' to 10.0' MSL)

Freshwater Wetlands Zone:

- Seasonal Low Marsh Zone (< 5.0' MSL)
- Seasonal Middle Marsh Zone (+5.0' to +6.0' MSL)
- Seasonal High Marsh Zone (+6.0' to +7.0' MSL)
- Seasonal Upland Zone (+7.0' to 10.0' MSL)
- Proposed Road Boundary
- Proposed Bridge Abutment



Future Bike Path under Bridge for Arelious Walker Drive



- **A future bike path is required to be placed under the Arelious Walker bridge**
 - This is a requirement of the settlement agreement for the lawsuit regarding the bridge construction
- **The future bike path prompted the construction of an elevated plateau on the Yosemite Slough property**
 - The elevated plateau is not continuous with the topography of the tidal wetlands at Parcel E-2
- **The Navy proposes to modify the topography of the tidal wetlands on Parcel E-2 to integrate with the topography of the Yosemite Slough property**

Design Basis Report Figure 18 – Future Wetlands (Revised)

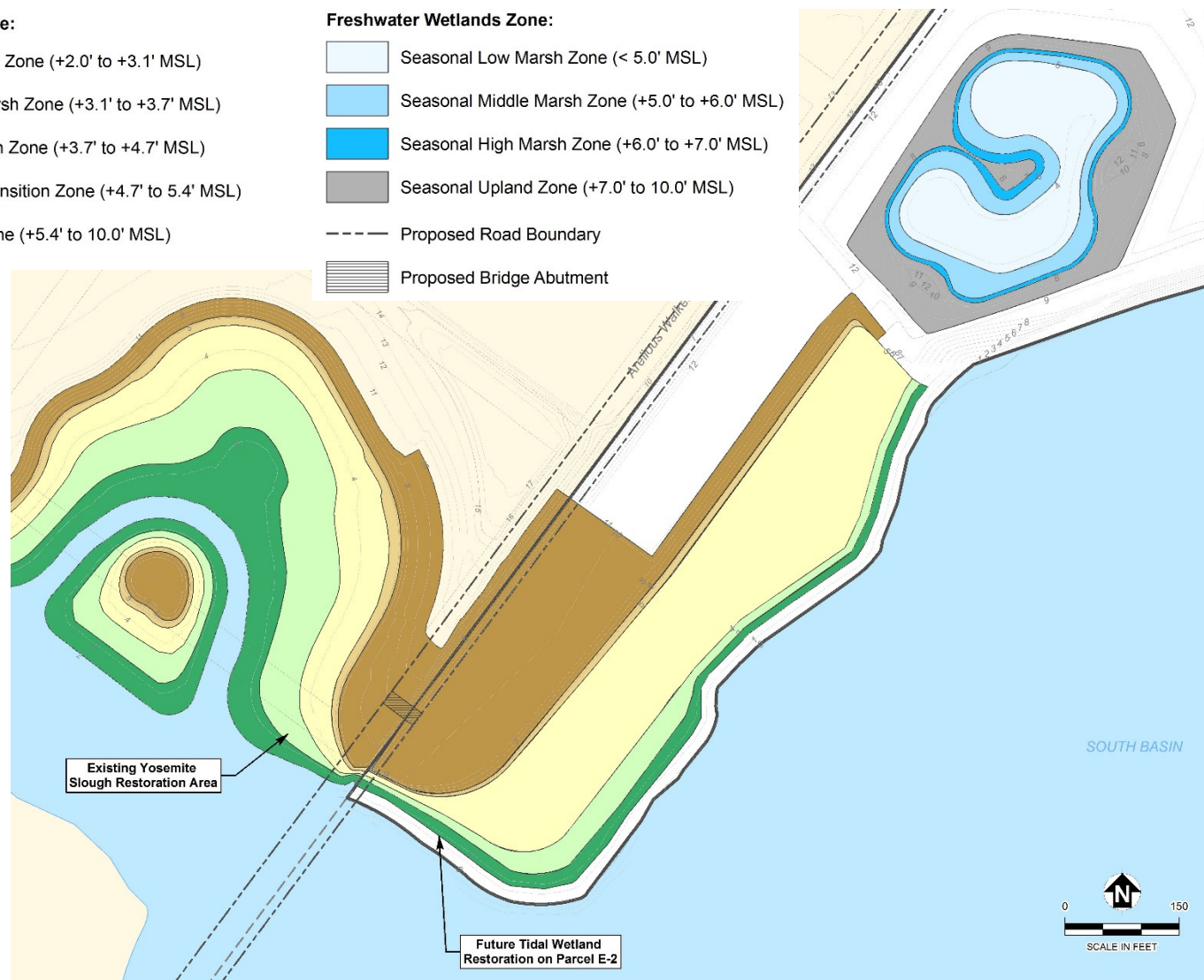


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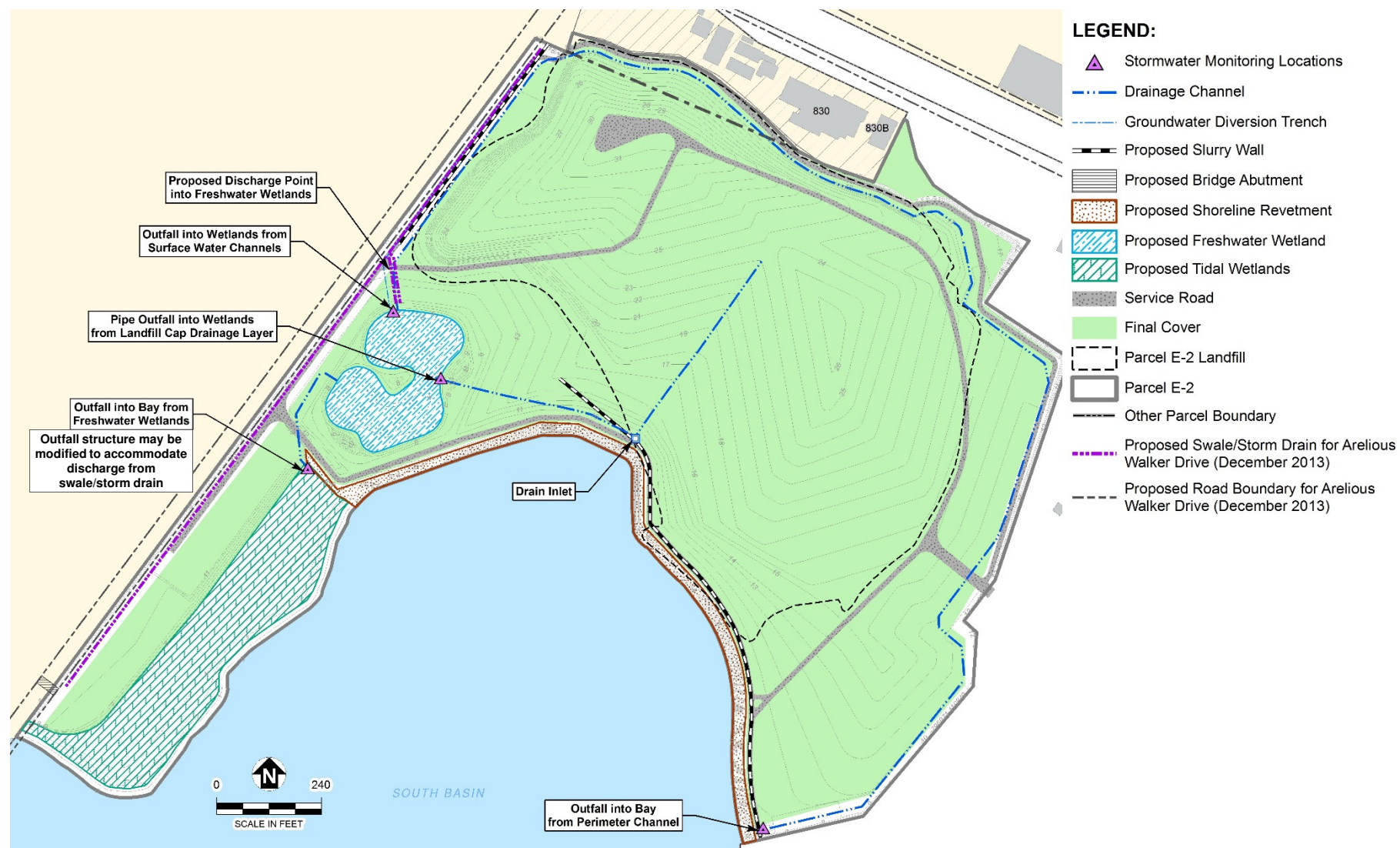


Stormwater Swale and Drain for Arelious Walker Drive



- **A stormwater swale and drain are proposed to convey surface water runoff from the new roadway to the bay**
 - The vegetated swale will provide treatment before surface water runoff flows into the underlying storm drain
 - The storm drain is proposed to discharge into the Navy's freshwater wetland, but the developer can revise the design to discharge into the tidal wetland
- **The Navy prefers that the City's storm drain discharge into the tidal wetlands because combining onsite and offsite surface water discharge within the freshwater wetland would complicate future compliance monitoring and responses**
- **The Navy's outfall structure will be refined to include a separate discharge pipe for the City's storm drain (which will require separate monitoring)**

Remedial Action Monitoring Plan Figure 6 – Stormwater Monitoring Locations



Resolution of Comments on LUC RD



- **DTSC and the City provided comments on the LUC RD that require further discussion to resolve**
 - **DTSC requested that the LUC RD state that the Successor Agency to the SFRA have enforcement mechanism(s) in place to address non-compliance with environmental restrictions in the deed(s), Covenants(s), etc.**
 - **City has previously expressed their concerns regarding their ability to enforce land use and activity restrictions in the CRUP(s) and deed(s)**
- **The Navy recommends that a follow-on meeting be held with the appropriate representatives from DTSC, EPA, and the City**
 - **The Navy proposes a teleconference on January 28th to further discuss these comments**

Sequencing of Parcel E-2 Shoreline Construction



- **EPA requested information regarding how the Navy will sequence the Parcel E-2 construction so that contaminated sediment will not be deposited onto the newly constructed wetlands or revetment**
- **This topic was briefly discussed during the December 2013 working meeting but further discussion is needed**

Current Schedule



- **Submit Draft RTCs for over-the-shoulder review:**
January 31, 2014
- **Meeting to discuss RTCs (if needed):**
February 19, 2014
- **Submit Draft Final RD Package (tentative):**
March 14, 2014
- **BCT/City Comments Due (tentative):**
April 14, 2014
- **Submit Final RD Package (tentative):**
June 18, 2014

Slide from December 2013 Working Meeting



Synopsized Comment (EPA):

- Has the Navy considered the sequencing of the Parcel E-2 remediation (especially revetment wall construction period) with the schedule for implementing the final remedy for Parcel F?

Preliminary Navy Response:

- Given the fact that there is no signed ROD for Parcel F, the Navy anticipates that the Parcel E-2 remedial action will be initiated prior to the remedial action being initiated in Parcel F.
- The DBR will be revised to discuss controls that may be implemented to limit the potential transport of contaminated sediment onto the Parcel E-2 shoreline. These controls will be further evaluated and detailed in the RAWP.